



116 Beech Street

Planning Rationale and Urban Design Brief
Official Plan Amendment & Zoning By-law Amendment
December 23, 2025



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1.0 Introduction

Fotenn Planning + Design has been retained by 13272681 Canada Inc. to prepare this Planning Rationale in support of applications for Official Plan Amendment and Zoning By-law Amendment pertaining to the land municipally known as 116 Beech Street in the Civic Hospital neighbourhood of the City of Ottawa.

1.1 Application Overview

The applicant is presently proposing to redevelop the lands with a high-rise, mixed use building consisting of a 25-storey point tower with a 6-storey podium. The podium steps down to a 4-storey height towards the western edge of the lands. A corner area representing 10% of the overall site is proposed as public parkland dedication. The building will be supported by 143 parking spaces located across two storeys of underground parking.

The primary focus of the proposed building is to accommodate residential tenancy, with 392 units proposed. Additionally, a 217 square metre commercial unit is proposed adjacent to the proposed parkland.

In order to facilitate to the desired development outcome, development applications are required. They are summarised accordingly:

- / **Official Plan Amendment**

The subject property falls within the West Downtown Core Secondary Plan. More specifically, it is located within the Dow's Lake Station District, where it is assigned a maximum building height of 6 storeys. With consideration to the strong rapid transit support for the lands, the size of the property, and the ability to accommodate a transition, the proposed amendment would serve to assign a maximum building height of 25 storeys to the lands.

- / **Zoning By-law Amendment**

A zoning by-law amendment is necessary to implement the direction of the proposed Official Plan Amendment. It would replace the presently applicable 18-metre height limit with a 78-metre permitted building height in relation to the proposed building. Compatible commercial uses are proposed to allow for a ground floor retail tenancy to front onto the park.

In order to proceed with building permits and construction, a future application for Site Plan Control will be required. This application would formalize the technical aspects of the building operation such as refuse removal, driveway aisle and parking garage design, landscaping, tree planting, and the final approach to design and materiality. This application is intended to be carried out at a future date.

2.0 Site Context and Surrounding Area

2.1 Existing Conditions

The property at 116 Beech Street is currently occupied primarily by a 3.5-storey apartment building established in the mid-20th century. The building is supported by a surface parking lot to the east edge of the parcel and a landscaped area to the west (Figure 1).

The property has frontage on Loretta Avenue South to the west (69m), Beech Street to the north (72m), and Champagne Avenue South to the east (69m). The parcel is 4,987 square metres (0.50 hectares) in area. The parcel slopes downward from west to east, resulting in an on-site grade change of approximately 4.3 metres. Hydro lines and sidewalks are located along all property frontages.

The subject property is legally identified as Lots 33, 34, 35, 36, 37, 60, 61, 62, 64 and 64 and part of the adjacent lane (As closed by Judge’s Order Inst. No. CR227792), Registered Plan 131037, City of Ottawa.

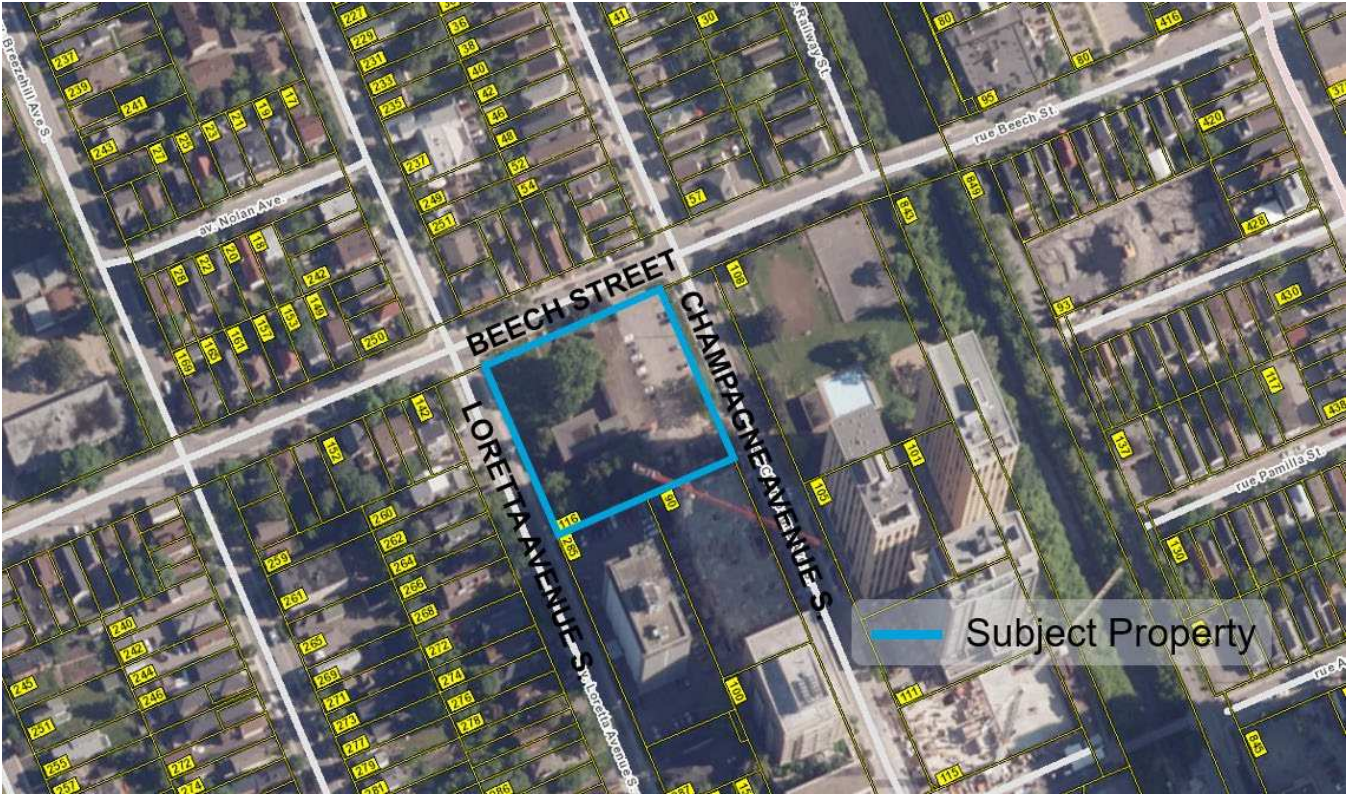


Figure 1: Site Context.



Figure 2: Site Photos.

2.2 Surrounding Area

The subject property is located 270 metres northeast of the Dow's Lake LRT Station, which is part of Ottawa's Line 2 (north-south) route. It is within the Civic Hospital neighbourhood, a mature neighbourhood consisting primarily of residential uses ranging from detached dwellings to high-rise residential apartment buildings. It is 245 metres west of Preston Street, a key commercial corridor in Ottawa's downtown area and 330 metres north of Carling Avenue, a key east-west arterial road carrying traffic through Ottawa's core.

The surrounding land uses can be described as follows:

North: Immediately north of the subject property are residential uses of varying typologies, eras, and scale. They are predominantly low-rise in nature. Further north is the Ontario 417 Highway, a Provincial 400-series highway which carries traffic east-west through Ottawa and beyond. On the other side of the highway are institutional and residential uses, and Corso Italia Station, an LRT station on the Line 2 corridor.

East: Immediately east of the subject property is Ev Tremblay Park, which includes landscaped areas, a basketball court, a play area, a pool area, and seating. Several high-rise apartment buildings fill out the remainder of the block. Further east is the LRT railway corridor. Beyond is the neighbourhood of Little Italy and the Preston Street commercial corridor.

South: Directly south of the property are several high-rise buildings in the range of 14 to 16 storeys in addition to remnant low-rise residential lots. Further south are 9-storey office buildings, and Carling Avenue.

West: To the west of the lands are low-rise residential lots in a typical grid format. The grade generally increases westward from the lands.

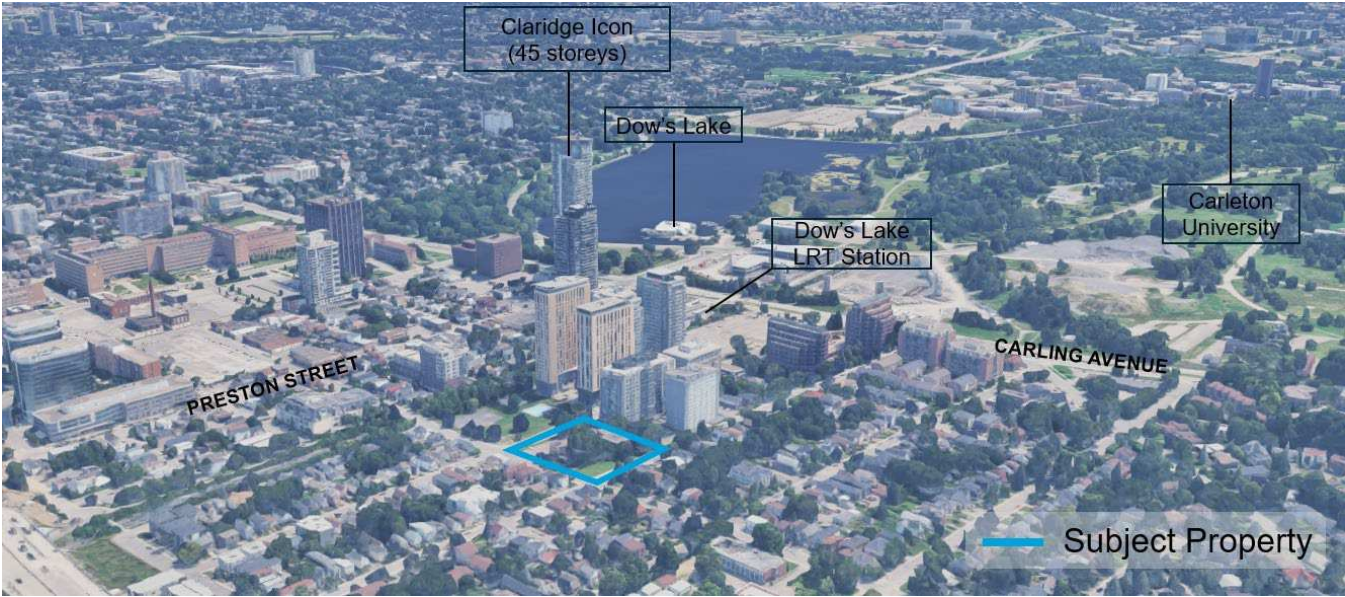


Figure 3: Site Context, looking southwest.

3.0 Site Inventory and Analysis

3.1 Transit Network

The subject property is within a 270-metre radius of Dow's Lake Transit Station on O-Train Line 2, formerly known as the Trillium Line. The subject property is a walking distance of approximately 450 metres (est. 6 minutes) to the station platform. Line 2 is the north-south component to the City's Light Rail Transit (LRT) system. To the north, Line 2 connects the east-west Line 1 (Confederation Line) at Bayview Station and to the south extends to Riverside South and the Ottawa Airport.

Dow's Lake Station is part of the recently extended Stage 2 LRT expansion for the City. The Stage 2 project included the extension of the Line 2 to the Ottawa International Airport and Riverside South community in the south, and of the Line 1 to Trim Road in the east and Moodie Drive in the west. All components of Stage 2 were completed, and the O-Train Line 2 was reopened in January 2025 after being closed for these upgrades.

Bus rapid transit is planned to be implemented along Carling Avenue to the south once funding is secured, which would further bolster the future transit connectivity for the lands.

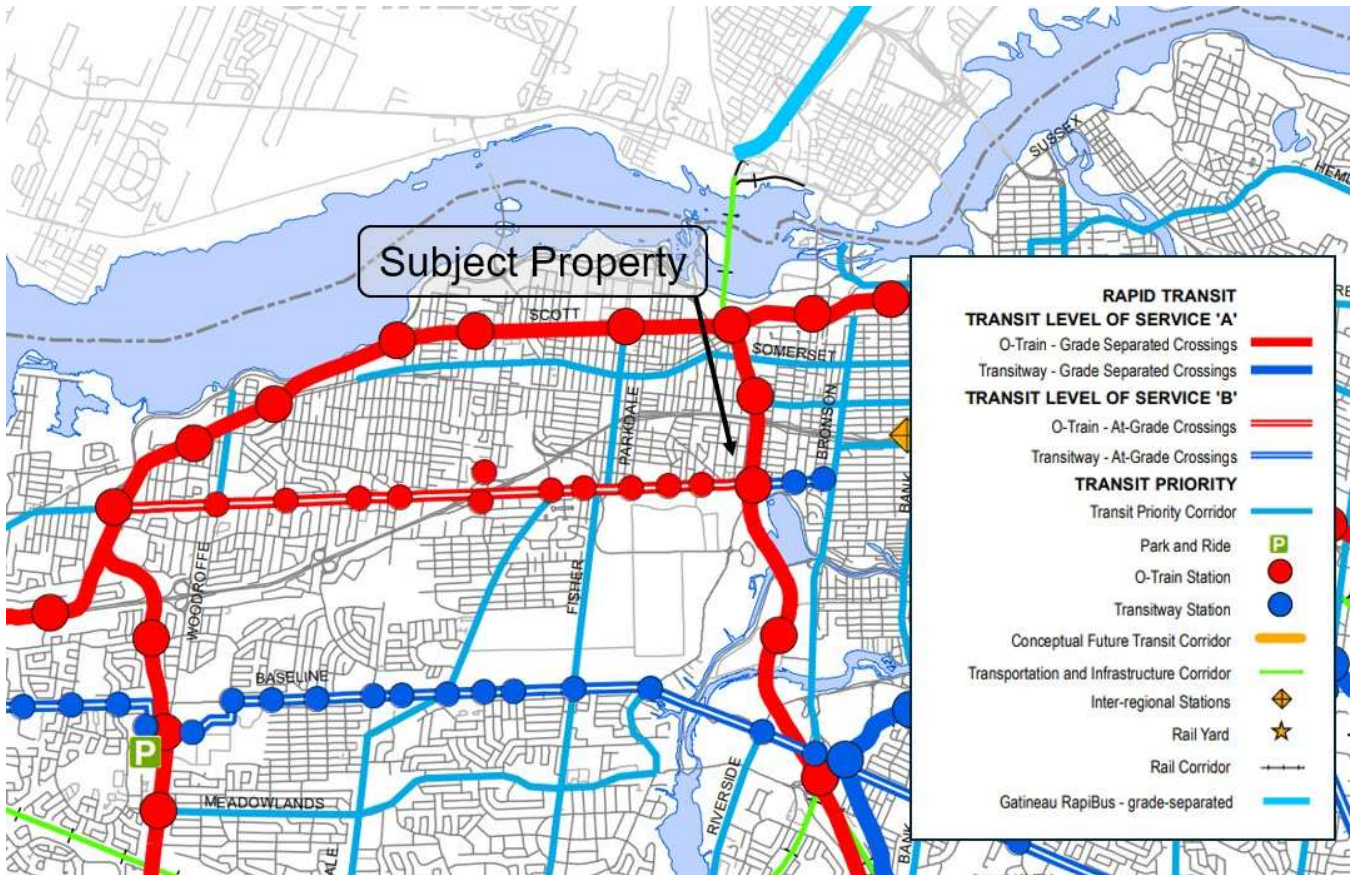


Figure 4: Schedule C2 - Transit Network of the Official Plan.

3.2 Cycling Routes and Multi-Use Pathways

Many cycling and multi-use pathways are available in proximity to the subject property. The major pathway in proximity to the subject site is the north-south pathway along the east side of the LRT corridor. This provides many important connections with east-west routes including the Ottawa River Pathway and the pathway along the Rideau Canal and Dow’s Lake.



Figure 5: Active Transportation Network of the Official Plan.

3.3 Road Network

The boundary streets of the subject property are Local Roads in the City of Ottawa Official Plan. Arterial Roads in proximity to the subject site include Preston Street (north-south) and Carling Avenue (east-west). Arterial Roads serve as the primary transportation corridors within the City’s road network.

Highway 417 to the north is a Provincial Highway extending across the City from east to west. Access to Highway 417 in proximity to the site is at Rochester Street (westbound only) or Parkdale Avenue (eastbound and westbound).

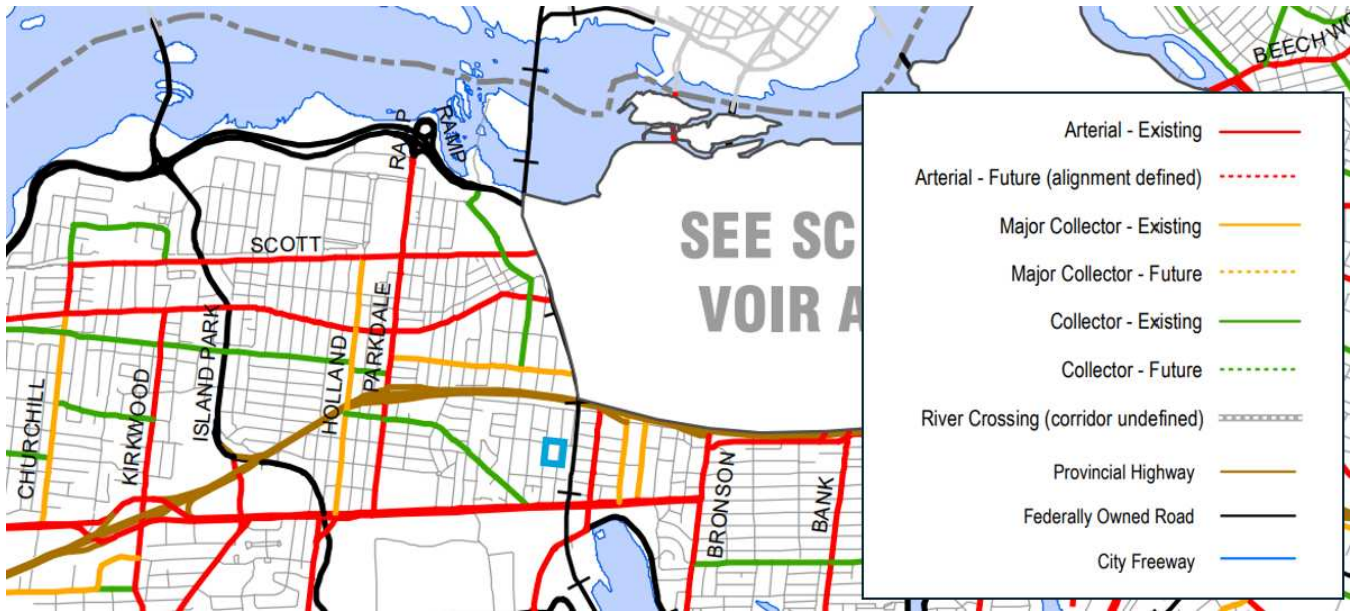


Figure 6: Schedule C4 - Urban Road Network of the Official Plan.

Proposed Development and Urban Design Brief

4.1 Overview

The applicant is presently proposing to redevelop the lands with a high-rise, mixed use building consisting of a 25-storey point tower with a 6-storey podium. The podium steps down to a 4-storey height towards the western edge of the lands. A corner area representing 10% of the overall site is proposed as public (municipal) parkland dedication. The building will be supported by 143 parking spaces located across two (2) storeys of underground parking.

The primary intent of the proposed building is to accommodate residential tenancy, with 392 dwelling units proposed. Additionally, a 217 square metre commercial unit is proposed adjacent to the proposed parkland along Champagne Avenue.

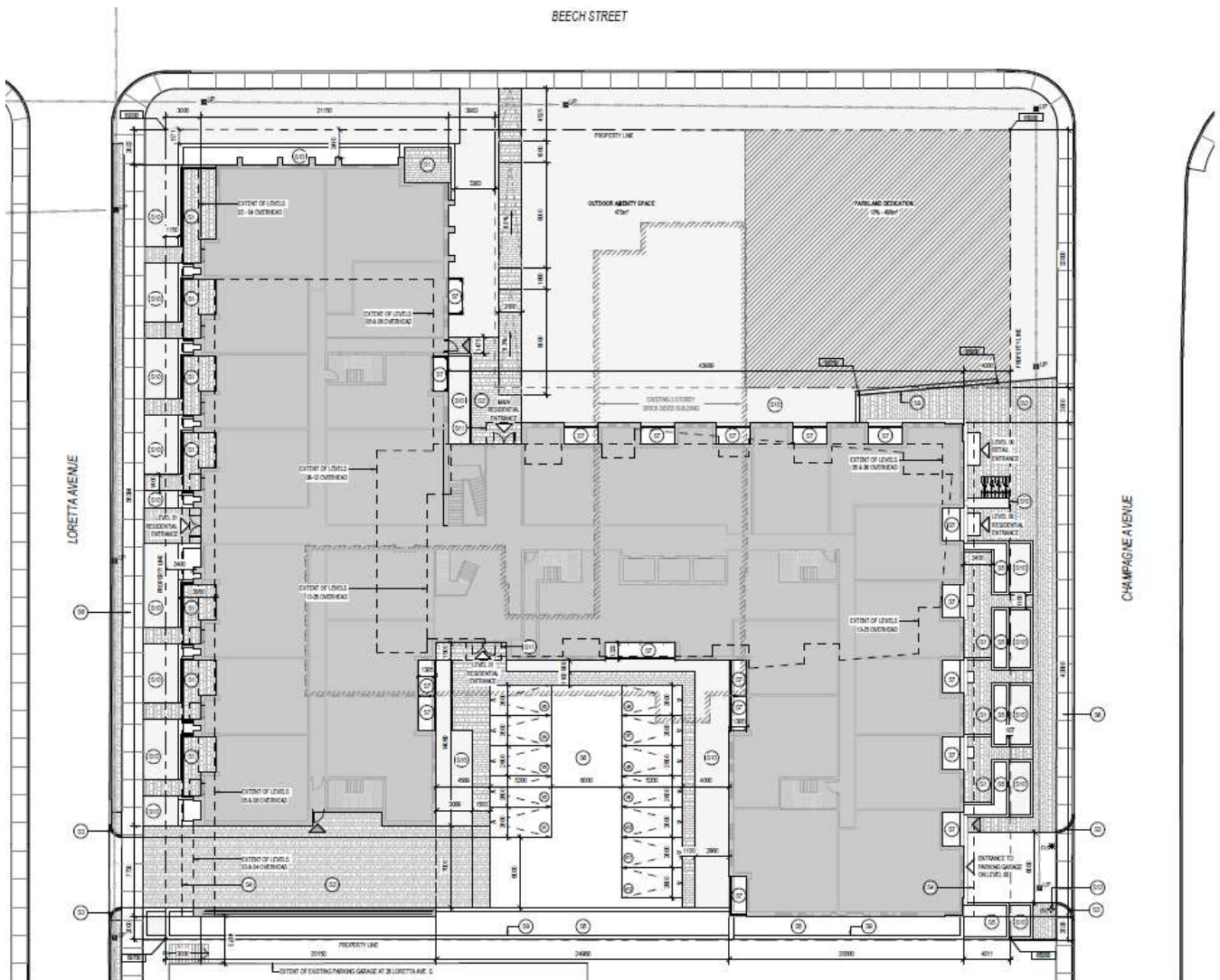


Figure 7: Proposed Site Plan.

4.2 Massing and Transition

The proposed development leverages the large, square geometry of the site to locate the tower in the centre of the lands where the transition to adjacent properties and the public realm can be best achieved. When viewed at a distance, the tower will provide a varied articulation and serve to support wayfinding. Given the lands position as the crown of an urban block, the proposed development is able to provide a defined edge and perimeter to the frontages.

The podiums are thoughtfully located and apply stepbacks and stepdowns to maintain a human scale and define the property edges; an important consideration given that this will be the predominant expression at-grade when the site is experienced. A substantial public park at the corner of Beech Street and Champagne Avenue helps break up the overall weight of the development.

The podium will generally include grey brick masonry and light colour aluminum panels on the façade. The lower floors of the podium will animate the greenspace and street level with a mix of walkout units, retail, and lobby space. The tower cladding incorporates white aluminum panels that contribute to the prominence of the development as a component of Ottawa's skyline. The design features of the building will be finalized at a future time through the corresponding Site Plan Control application.



Figure 8: Render of the Proposed Development looking south.

4.3 Public Realm

The proposed development would incorporate walkout units to provide direct interface and connectivity to Loretta Avenue (Figure 10). A human-scaled podium of 4-storeys at the street edge allows for a sensible connection to the adjacent areas. Balconies and plentiful glazing provide passive activity and illumination to contribute to the neighbourhood character. Proposed boundary trees provide a softening of the overall façade while improving shade and privacy.



Figure 9: Renders of the Proposed Development looking southwest.



Figure 10: Proposed public realm along Loretta Avenue.

Along Champagne Avenue, a denser interface is proposed with consideration to the high-rise development on neighbouring properties (Figure 11). A 6-storey podium is proposed here, with punch balconies to allow relief and definition in the façade. Material colours change at the 4-storey datum line to reduce the overall visual weight of the podium.

Along Beech Street, the primary public realm interface will be the parkland and open space, which stretch along the majority of this frontage. A four-storey component to the podium stretches towards Beech Street, serving to frame the parkland and support the feel of an “urban room”.



Figure 11: Proposed public realm along Champagne Avenue.

4.5 Parking and Vehicle Circulation

Traffic is addressed in a manner that is subordinate to the proposed building's profile as a crown to the street block. No vehicle access is proposed along Beech Street. A driveway connecting to a surface parking courtyard totalling 12 spaces is proposed from Loretta Avenue South. This parking is intended to support temporary guests and will support the viability of the parkland and retail.

The majority of the parking is located underground and accessed from Champagne Avenue South. Two floors of parking include 131 spaces. A total of 190 bicycle parking spaces are proposed within the garage. The parking garage also contains space for mechanical rooms, storage, and a refuse collection.

4.6 Microclimate Conditions

A Pedestrian Level Wind Study was prepared by Gradient Wind. The study involves simulation of wind speeds for selected wind directions in a three-dimensional computer model, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site.

Most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks and walkways, the neighbouring existing parking lot, the proposed surface parking and drive aisle, and in the vicinity of building access points, are considered acceptable. Please review the full report, enclosed with this submission, for more information.

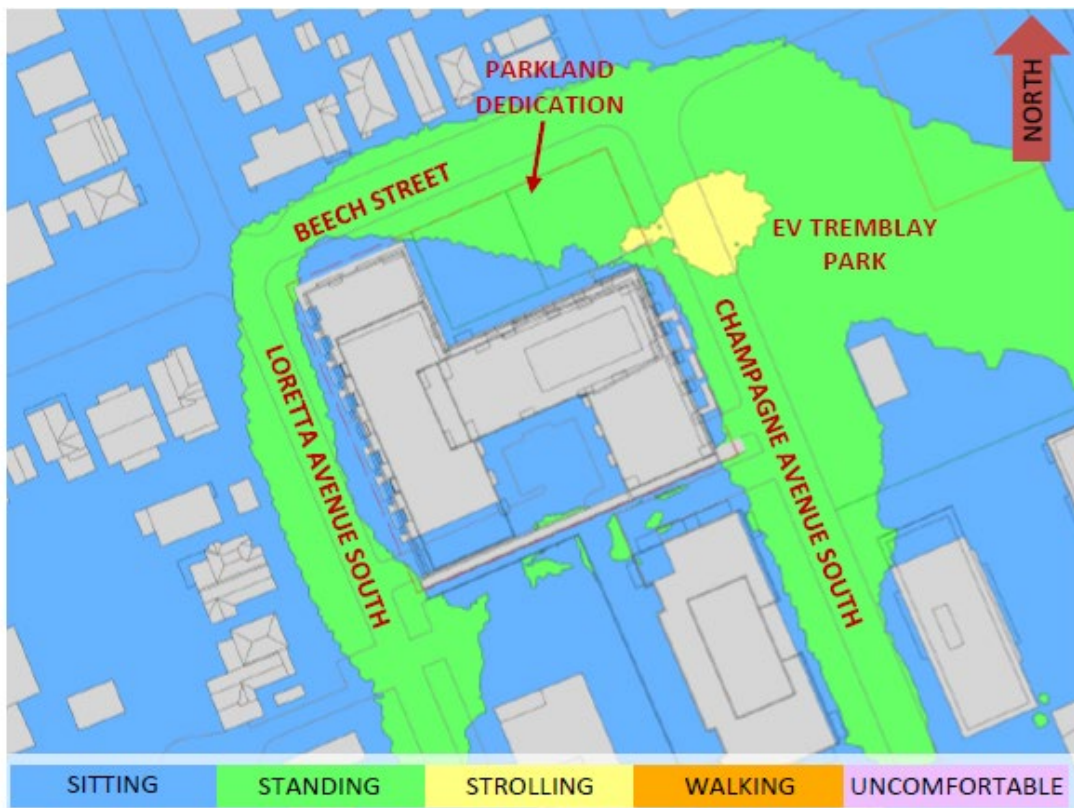


Figure 13: Excerpt from Pedestrian Level Wind Study showing the Typical Use Period.

A Shadow Study, prepared by Project1 Studio, is included with this submission. As per the Figure below, which references June 21st at noon, the shadowing resulting from the proposed increase in height is consistent with existing shadowing from adjacent and nearby high-rise development. Although the findings are consistent with the excerpt provided below, please consult the full shadow study document for an understanding of the overall impacts.



Figure 14: Excerpt from Shadow Study provided by Project1 Studio

4.7 Site Statistics

While final unit yields will be verified through the Site Plan Control applications, an estimated 392 residential dwellings units are proposed; comprised of a range of studio, one-, and two-bedroom units. A breakdown of the proposed changes in density and gross floor area and dwelling unit sizes is provided in the tables below.

Table 1: Breakdown of Proposed Residential Density

	Count	Percentage
Studio	4	1%
1-bedroom	254	65%
2-bedroom	134	34%
Total	392	100%

Table 2: Breakdown of Amenity Area

Proposed Amenity Area and Location; proposed Parkland Dedication	
Seventh Floor Terrace (Communal)	993 m ²
First Floor Internal (Communal)	404 m ²
First Floor External (Communal)	470 m ²
Balcony (Private)	345 m ²
Total:	2355 m²
Parkland Dedication (not counted towards amenity req.)	498 m²

5.0 Policy and Regulatory Context

5.1 Provincial Planning Statement

The Provincial Planning Statement (PPS), issued under Section 3 of the *Planning Act* came into effect October 20, 2024, replacing the Provincial Policy Statement that came into effect on May 1, 2020. It provides policy direction on matters of provincial interest related to land use and development. The Planning Act requires that decisions affecting planning matters “be consistent with” policy statements issued under the Act.

The proposed development is consistent with the following policies of the PPS:

2.1 Planning for People and Homes

- / Planning authorities should support the achievement of complete communities by:
 - a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
 - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
 - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

The proposed development accommodates residential and commercial uses on a site where various modes of transportation network are readily available. The proposed increase in height and density bolster these initiatives by adding a greater array of modern housing supply which can support the commercial facilities and benefit from the rapid transit network.

2.2 Housing

- / establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- / permitting and facilitating:
 - a) all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - b) all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- / promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- / requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposed development directs new housing development to a location where appropriate levels of infrastructure and public service facilities are readily available, and its density will make efficient use of the subject site and support

nearby transit. The proposed increase in density further advances the efficient use of resources by proposing additional housing supply in an area that can support it.

2.3 *Settlement Areas and Settlement Area Boundary Expansions*

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- / efficiently use land and resources;
- / optimize existing and planned infrastructure and public service facilities;
- / support active transportation;
- / are transit-supportive, as appropriate;
- / are freight-supportive.

The subject site is within in a built-up settlement area with sufficient servicing and infrastructure. The subject site is in an ideal location with convenient access to existing and improved public transit as well as a variety of nearby amenities and uses. The Multi-Use Pathway one block to the east of the site provides convenient access to an active transportation network. The proposed development is situated in an existing community with public service facilities and established infrastructure.

2.4 *Strategic Growth Areas*

2.4.1.2 Support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- / to accommodate significant population and employment growth;
- / as focal areas for education, commercial, recreational, and cultural uses;
- / to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- / to support affordable, accessible, and equitable housing.

The proposed development is consistent with Policy 2.4.1.2 of the PPS, as it is an intensification of the subject site, located in a strategic growth area of the City where services are readily available, accommodating a mix of uses and possesses convenient access to public transit, nearby amenities and employment opportunities.

2.4.2 *Major Transit Station Area*

- / Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:
 - a) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit
- / Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
 - a) planning for land uses and built form that supports the achievement of minimum density targets; and
 - b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities

The proposed development contributes to intensification within a major transit area and exceeds the minimum density target for areas that are served by light rail or bus rapid transit.

2.9 Energy Conservation, Air Quality and Climate Change

Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- / Support the achievement of compact, transit-supportive, and complete communities
- / Promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality

The proposal would serve to redevelop the subject site with a compact and dense built form that is transit-oriented. It locates an array of uses within an area supported by rapid transit, cycling infrastructure, and a robust pedestrian network. The proposal introduces new greenspace and additional density to a site where the existing building has surpassed its lifespan.

The proposed development is consistent with the Provincial Planning Statement.

5.2 City of Ottawa Official Plan (2022, as amended)

The City of Ottawa Official Plan was approved on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

5.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions that are the foundation to becoming the most liveable mid-sized city in North America over the next century. These directions, referred to as “big moves” include the following:

1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
2. By 2046, the majority of the trips in the City will be made by sustainable transportation.
3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
5. Embed economic development into the framework of our planning policies.

The proposed development and corresponding amendments support the “Big Moves” by sponsoring growth by intensification of an underutilized parcel of land relative to the transportation infrastructure; supporting sustainable mobility options including a robust pedestrian and cyclist network; ensuring strong urban design to promote a well-integrated built form; efficient land use; and an employment generating use at-grade.

5.2.2 Cross Cutting Issues

The Official Plan establishes cross-cutting issues, some of which require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross-cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan.

Section 2.2.1 refers to the intensification and diversification of housing options. This section provides policy direction for intensification within the City of Ottawa. It is identified that residential growth be directed towards Hubs, Corridors, and surrounding Neighbourhoods, where daily and weekly needs can be accessed within a short walk, and accommodate larger households within building typologies that increase densities on existing lots.

The proposed development promotes intensification in a Hub designated in the Official Plan.

Section 2.2.2 refers to economic development. It intends to support Ottawa's economic growth by attracting talent, focusing employment in strategic areas. Integrating land uses, supporting key sectors like education and health, and protecting spaces for businesses, logistics, and rural development.

The proposed development provides additional density in an area with existing employment-generating uses, maintaining their viability by locating customers and employees in proximity.

Section 2.2.3 describes energy and climate change providing policy direction for the migration and adaptation to climate change. The Official Plan aims to achieve the development of a compact and connected city where higher density development is encouraged in areas close to transit and within walking distance of a wide range of services. A compact urban built form with a mix of land uses and housing options is encouraged, to ensure both energy efficiency and sustainable patterns of development over the long term.

The proposed development proposes an efficient, modern building that allows for dense development supported by multiple transportation modes, including active transportation routes and rapid transit.

Section 2.2.4, Healthy and Inclusive Communities, provides policy direction to promote healthy, inclusive, and resilient communities by encouraging 15-minute neighbourhoods, accessible design for all ages, and sustainable development. It recognizes that the built environment plays a key role in addressing public health challenges, supporting well-being, and building resilience to climate and social stressors.

The proposed development provides an diversity of unit typologies allowing for tenants in various stages of their lives to remain located in a desirable neighbourhood with adequate service and transit infrastructure. The proposed development is in proximity to retail and amenities, employment and recreation uses that support a 15-minute neighbourhood.

Section 2.2.5, Gender Equity, provides policy direction to embed gender and racial equity into all aspects of planning by recognizing how intersecting identities affect access to housing, mobility, and amenities. It aims to eliminate systemic barriers through inclusive engagement and tools that assess equity at every stage of the planning process, improving quality of life for all residents.

The proposed development applies an equity lens that ensures no discrimination in accessibility.

Section 2.2.6, Culture, provides policy direction integrating culture into land use planning to foster identity, inclusion, and well-being. It supports creating cultural spaces, promoting the arts in placemaking, reinforcing local identity through design, and growing the creative economy to enhance livability and attract talent.

The proposed development seeks to provide placemaking by establishing and framing a generous parkland along the public realm frontage.

The proposed applications will result in intensification that is supportive of the above cross cutting issues. The proposed development results in efficient growth in an area served by existing infrastructure and public services. The proposed development will result in new housing stock that meets sustainability and accessibility design standards, and will support the growth of Ottawa's population by contributing to the range of housing options in the downtown core transect.

5.2.3 Transects

Schedule A of the Official Plan divides the city into six concentric policy areas called transects. Each transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it. The subject site is in the Downtown Transect and designated Hub along a Minor Corridor, as shown in Figure 16.



Figure 15: Schedule A – Transect Policy Areas.

The Downtown Core Transect is the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region. The neighbourhoods within the Transect have a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced.

The Official Plan seeks to prioritize active and public transit linkages to and through the Downtown Core, locate the tallest buildings and greatest densities within the Transect, and provide additional direction to Hub and Corridor designations.

Per Policy 5.1.1, the City seeks to maintain and enhance an urban pattern of built form, site design and mix of uses:

- / All development shall maintain and enhance the urban pattern of built form and site design.
- / The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where Hubs and a dense network of Corridors provide a full range of services, a high concentration of employment is maintained and increased, and residential densities are sufficient to support the full range of services
- / In the Downtown Core, the Zoning By-law may require mixed uses within individual buildings, such as retail or other services on the ground floor.

- / The Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

The proposed development contributes to the existing urban context by introducing a mix of uses including new residential housing options to support the development of 15-minute neighbourhoods by contributing to a sufficient residential density that can support and is in proximity to rapid transit. The subject site is appropriate to be developed with higher densities, while also contributing to the public realm by introducing shared greenspace.

The proposed building height increases the overall residential density on the site in achievement of policy direction. All surface parking is screened from the public realm, and the provision of parking overall is predominantly underground.

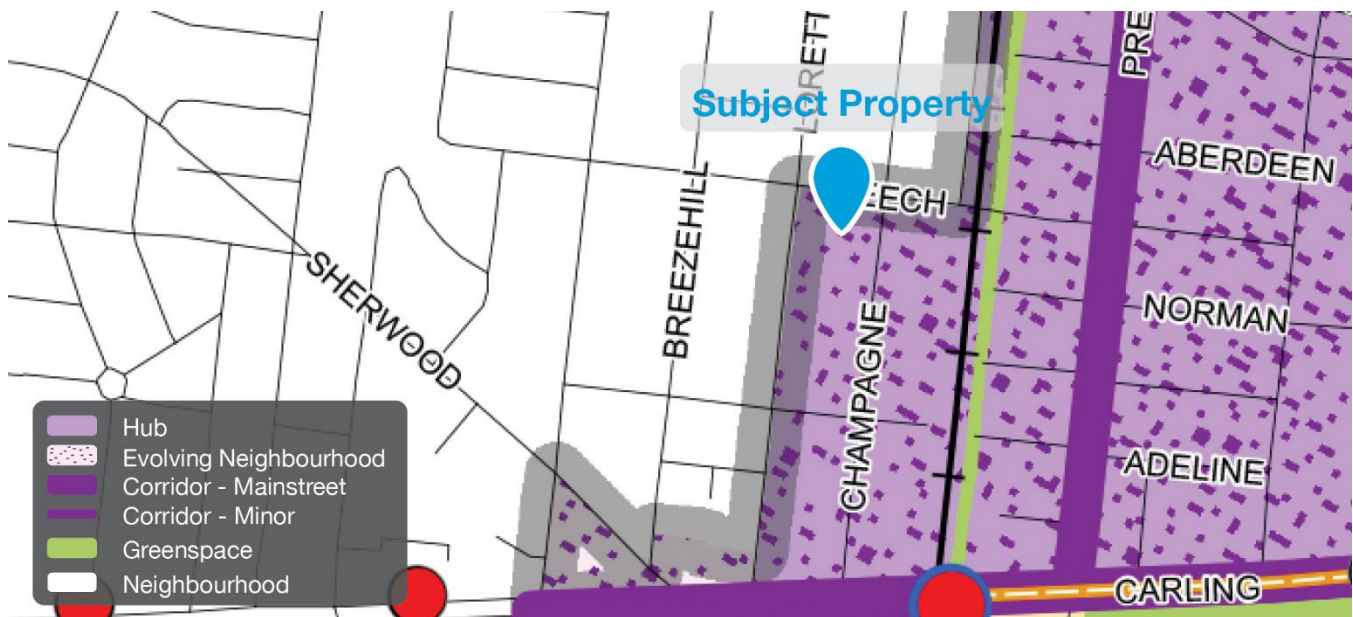


Figure 16: Schedule B1 – Downtown Core Transect.

Section 5.1.2 discusses the prioritization of walking, cycling and transit within, and to and from, the Downtown Core.

- / The transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take priority over private motor vehicle access and movement in the Downtown Core.
- / Motor vehicle parking in the Downtown Core shall be managed as follows:
 - a) Motor vehicle parking in the Downtown Core shall not be required in new development, other than visitor parking for large-scale residential development;
 - b) Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;
 - c) The City shall encourage shared parking and electric charging facilities in larger parking lots and parking garages.

All tenant parking is proposed to be provided within the two-level parking garage. The proposed development also satisfies the minimum required visitor parking spaces. At grade, twelve visitor parking stalls are proposed to minimize

on-street parking needs in the established neighbourhood for the purpose of short-term stops, package drop-offs, and deliveries. The proximity to the MUP and LRT facilitates modal flexibility for visitors and tenants within the area.

The proposed development meets the general intent of the Downtown Core Transect policies.

5.2.4 Hub Designation

As per Figure 16, the subject property is designated as “Hub” in the Official Plan. Section 5.1.4 provides direction to the Hubs and Corridors located within the Downtown Core Transect.

- / Maximum and minimum building heights in the Downtown Core where a Hub designation applies, except where a secondary plan permits or restricts otherwise, are as follows:
 - a) Up to 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned O-Train station, between 4 storeys and High-rise inclusive;
 - b) Despite Policy a), greater heights, in accordance with Subsection 5.1.3, Policy 1) may be considered subject to a zoning amendment on:
 - i) Lands that contain or are adjacent to, and within 100 metres walking distance of an O-Train station; or
 - ii) North of Nepean Street.
- / The Zoning By-law may prohibit buildings with only one type of use in Hubs within the Downtown Core Transect, and developments shall be required to co-locate within the same building complementary functions and uses, including but not limited to residential, office, commercial and institutional.

The subject property is within 270 metres of the Corso Italia Transit Station. Per the policy direction above, the Official Plan supports High-rise building heights up to 40 storeys, and even beyond, through the mechanism of a Zoning By-law Amendment.

The West Downtown Core Secondary Plan takes precedence over the policies of the Official Plan, and accordingly, an Official Plan Amendment is necessary to increase the building height. The proposed additional height still remains in keeping with the scale anticipated by the base Official Plan in proposing building heights of up to 40 storeys.

5.2.5 Growth Management

The Official Plan’s growth management framework is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions. Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification. It is anticipated that growth within the built-up portion of the urban area will represent 50% of urban growth through 2046.

The applicable policies of Section 3.2 for the proposed development are outlined as follows:

- / Policy 2 – Intensification may occur in a variety of built forms and height categories, from low-rise to high-rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.
- / Policy 3 – The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors, and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

- / Policy 4 – Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.
- / Policy 6 – Focus areas for the majority of employment growth and employment intensification are the Downtown Core, Hub, Corridor, Industrial and Logistics, Mixed Industrial and Special District designations as shown in Schedules B1 through B8.
- / Policy 8 – Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
 - a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
 - b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.
- / Policy 9 – The residential intensification targets by dwelling sizes as shown on Schedules B1 through B8 are established in the table below.

Table 3: Extract of Table 3 Residential Intensification Target, City of Ottawa Official Plan

Residential Intensification Targets	Total
Ground-oriented/Large -household dwellings	49,000
Apartment/Small-household dwellings	43,000
Total Dwellings	92,000

- / Policy 10 – The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. The Corso Italia Hub is identified for a minimum required density of 160 people and jobs per gross hectare, and 250 dwellings per net hectare.

The proposed development conforms to the relevant Official Plan policies as they relate to growth management and intensification. The proposed development will intensify an underutilized parcel within the City’s built up area and within a Hub, a designated target area for intensification per policy 3.2.3. The proposed development also contributes to the creation of a 15-minute neighbourhood, providing opportunities for people to live in proximity to work, amenities and services, public service facilities, and rapid transit.

The proposed development has a proposed density that will support the City’s target of 250 dwellings per net hectare and provides new units in a range of sizes with more than 5% proposed as large dwelling units, with average floor areas greater than 80 square metres.

5.2.6 Mobility

Section 4.1.2 seeks to promote healthy 15-minute neighbourhoods through the following policies, among others:

- / New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.
- / Proponents of development shall provide an adequate number of bicycle parking facilities as follows:

- a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and
- b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.

The proposed development incorporates both long- and short-term bicycle parking with 194 proposed spaces. Bicycle parking will be supportive to both building tenants as well as visitors of the parkland and commercial space.

Section 4.1.4 of the Official Plan supports the shift toward sustainable modes of transportation:

- / The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in Hubs and Corridors and within walking distance to existing or planned rapid transit stations.
- / Proposals that include significant reductions in on-site parking below what is required in the Zoning By-law may be required to provide active transportation facilities beyond the minimum requirements in the Zoning By-law or as specified in City policy adopted by Council outside of this Plan.
- / Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:
 - a) Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;
 - b) Including other uses along the street, at grade, to support pedestrian movement;
 - c) Providing landscaping, art, murals or decorative street treatments;
 - d) Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and
 - e) Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.

The proposed development would provide all meaningful parking supply within the underground parking structure. The proposed development is anticipated to provide 194 bicycle parking spaces, exceeding the minimum required by the Zoning By-law. Vehicle parking accesses are diverted away from the parkland and street frontages, supporting an uninterrupted pedestrian frontage along the majority of the site. Perimeter landscaping and attractive building edges contribute to a comfortable public realm.

5.2.7 Housing

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope.

Per policy 4.2.1.1, a diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- b) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements, and tenure.

The proposed development would provide for a range of housing options and choices within the development and the broader neighbourhood.

Section 3.2 of the Official Plan refers to the Official Plan direction to support intensification. The City intends to accommodate 51% of its growth through intensification over the planning horizon of the OP. Applicable policies are as follows:

- 3) The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

The proposed development facilitates the intensification of the subject property located in a Hub with a high density residential building that has been thoughtfully designed and that will support the existing and successful 15-minute neighbourhood in the community.

5.2.8 Urban Design

Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. Relevant policies have been discussed below.

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject property is identified as a Tier 2 – National & Regional Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is within a Hub inside the Downtown Core. Tier 2 areas are of national and regional importance to defining Ottawa's image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture.

Section 4.6.1 contains policies to promote design excellence in Design Priority Areas:

- / Policy 5 of section 4.6.1 states that development within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
 - a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
 - b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
 - c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

The proposed development will introduce softscaping and porous surfacing materials to the property at-grade, while also incorporating green elements into the terrace amenity area. Substantial planting of trees is proposed throughout the site. The proposed podium terrace will incorporate landscaping and planting in place of a traditional building roof. These efforts thereby reduce the overall urban heat island contribution of the property.

Section 4.6.5 contains policies to ensure effective site planning that supports the objectives of Corridors, Hubs Neighborhoods:

- / Policy 4.6.5.2 states that development in Hubs shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks.

- / Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible.

The proposed site layout would frame the public realm along the boundary streets with a building that reflects the emerging and desired urban format of development. The setbacks are proportionate, and the retail entrance faces the street and parkland. Vehicular accesses to the site have been consolidated and minimize the impact on the public realm and all loading and service areas have been internalized within the building.

Policy 4.6.6 contains policies related to enabling the sensitive integration of new development into existing neighbourhoods.

- / Policy 1 states that to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings.

The proposed tower is sited in the centre of the lot. It is 17.5 metres from Loretta Avenue, 25.9 metres away from Beech Street, and 23.8 metres away from the rear lot line. Although the tower is 4.9 metres away from Champagne Avenue, the adjacent use to the east is parkland owned by the City of Ottawa, therefore no high-rise buildings are anticipated. Champagne Avenue itself also contributes 20 metres of separation.

- / Policy 2 states that transition between mid and high-rise buildings and adjacent properties designated as neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, setbacks, and generally be guided by the application of an angular plane as may be set out by the Zoning By-law or Council-approved Plans or design guidelines.

Figure 15 below provides a cross-section which demonstrates the height profile of the proposed building. The proposed height results in an angular plane of 54-degrees, with the tower also setback over 25 metres from the north property line. Along the western edge, the tower is set back 17.5 metres and an angular plane of 57 degrees is proposed. While in excess of the 45-degree guideline, the tower is a slender massing and the majority of the area below the angular plane is not occupied by the building. The proposed tower floorplate of 747 square metres, and substantial setback from lot lines ensures that the proposal does not overwhelm the planned context while also accommodating for micro-climate issues such as wind and shadowing.

- / Policy 4 states that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed support residents during extreme heat events, power outages or other emergencies.

The proposed development includes indoor and outdoor amenity areas. In addition to the shared amenity areas, private balconies are proposed on the property. The mix of indoor and outdoor, as well as private and communal amenity spaces, offers a range of options for future residents and accommodate the needs of all age groups. Indoor amenity space provides protection from weather, noise, and air pollution and will allow for spaces to be used at different times throughout the year.

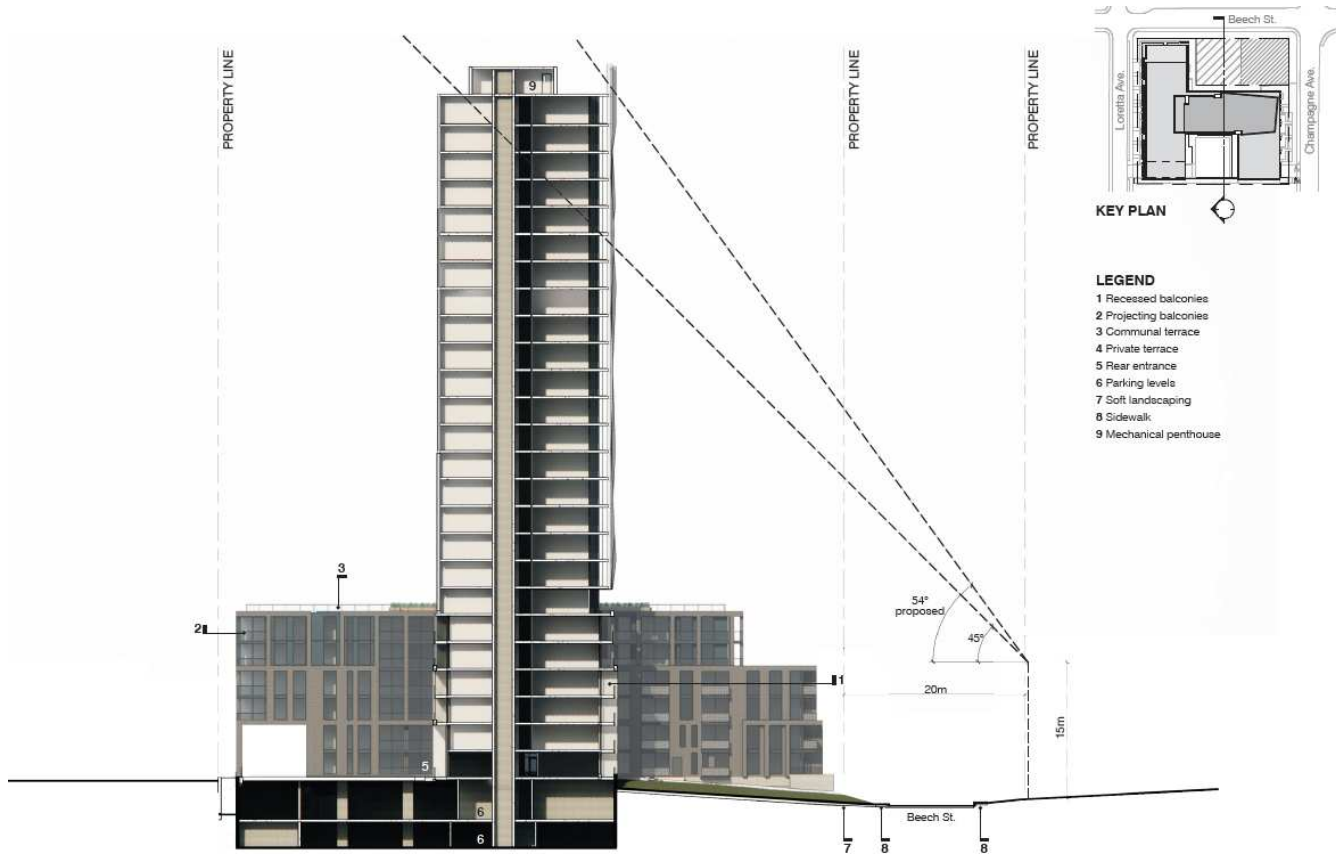


Figure 17: Building Cross-Section with Angular Planes Shown (looking west)

- / Policy 5 states that where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:
- Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on transect location;
 - Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;
 - Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and
 - Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

The proposed development provides residential and non-residential uses near a rapid transit station contributing to the pursuit of 15-minute neighbourhoods and supporting sustainable modes of transportation. The buildings are designed to engage with the City skyline by providing a defined top which distinguishes the site in terms of both wayfinding and identity.

Per policy 4.6.6.3, where two or more high-rise buildings exist within the immediate context, new high-rise buildings should provide for variation in building heights.

The proposed application would provide a variation in building height. In this instance, the proposed tower crowns the street block, providing a satisfying conclusion to a block predominated by high-rise buildings.

Per 4.6.6.8, high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate sizes should generally be limited to 750 square metres for residential buildings and 2,000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

Per 4.6.6.9, separation distance between high-rise towers should be provided to ensure privacy, light, and sky views for residents. Generally, a separation of 23 metres is preferred, though lesser separation distance may be permitted in accordance with Council approved design guidelines. Where the planned context would allow for high-rise buildings, development proposals should demonstrate and consider this.

The proposed tower floorplate falls under 750 square metres. The proposed high-rise tower is set back approximately 24 metres from the south lot line, exceeding the City’s guideline.

Section 4.6.3 encourages capital investments in the City’s street’s, sidewalks, and other public spaces to support healthy lifestyles through development projects.

- / Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

The proposed greenspace will provide meaningful landscaping and tree coverage on the site. The design of the greenspace incorporates illumination as well as passive “eyes on the street” from the adjacent residential units as well as indoor and outdoor amenity spaces, improving safety for users after dark.

5.3 West Downtown Core Secondary Plan – Dow’s Lake Station District

The subject property is subject to the West Downtown Core Secondary Plan and is located in the Dow’s Lake Station District planning area, as shown in Figure 18. Chapter 1 of the West District Downtown Core Secondary Plan refers to the policy direction for the Dow’s Lake Station District and intends to support its transformation into a future downtown district.

5.3.1 Land Use Character Areas

Section 4.1 provides an overview of the character areas delineated on Schedule D: Dow’s Lake Station District Character Areas and their built form. The subject property is classified as a “Hub”.

5.3.2 Hub Area

Lands designated Hub in this Secondary Plan are intended to incorporate a wide range of transit-supportive uses and see the tallest buildings and the highest densities in the entire Dow’s Lake Station District.

A gradual reduction in height and density from the centre towards the surrounding neighbourhoods as well as Dows Lake and the Central Experiment Farm is encouraged to provide a desirable transition. Exceptional architectural design is required for all buildings to ensure the highest streetscape quality and to create a unique skyline that symbolizes the south western gateway of the future expanded downtown.

The site falls under the policy direction for “Areas west of the O-Train Line 2 corridor”. The applicable policies are as follows:

- 5) High-rise neighbourhood development up to a height as detailed in Schedule E: Dow’s Lake Station District Heights and Tower Location Plan of this secondary plan may be permitted along Champagne Avenue up to Ev Tremblay Park.

Although the subject property is along Champagne Avenue, high-rise buildings are not permitted on the subject property per Schedule E.



Figure 18: Schedule D – Dow’s Lake District Character Areas

- 9) Mid-rise neighbourhood development up to a height of six storeys, with a built form sympathetic to the surrounding low-profile neighbourhood buildings, may be permitted on the property facing Beech Street between Champagne Avenue and Loretta Avenue.

This policy refers to the subject property. As discussed throughout this document, amendments are proposed to permit a 25-storey tower on this property.

5.3.3 Built Form

Section 4.2.1 of the Secondary Plan provides direction for high-rise buildings within the policy area. The applicable policies are discussed below:

- 1) A development site that will accommodate a high-rise building shall have frontage on public lands along three sides which could comprise of a combination of street and/or parks (i.e. frontage on three streets or frontage on two streets with one frontage on publicly-owned open space).

The proposed development has frontage on public three streets. A park area is proposed for dedication to the City of Ottawa.

- 2) The podium and/or base of the development shall incorporate uses and human scale features to animate adjacent streets and greenspaces.
The proposed development incorporates an active public realm consisting of walkout units, plentiful glazing, and balconies. Landscaping and tree planting is proposed along frontages and within the greenspace.
- 3) Point tower design shall be provided for high-rise buildings.
A point tower is proposed.
- 4) Small floor plates will be encouraged with the typical floor area of a residential tower being generally no greater than 750 square meters and the typical floor area of an office tower being generally up to 2,000 square meters.
A tower floorplate of 747m² is currently proposed.
- 5) Tower portions of high-rise buildings, as defined as between 10 and 40 storeys in height, will have a minimum separation distance of 20 metres.
The proposed tower is greater than 20 metres apart from any existing or proposed towers.



Figure 19: Schedule E: Dow's Lake Station District Heights and Tower Location Plan

- 6) The relationship between potential towers within the same street block shall be addressed with towers being located as shown on Schedule E: Dow's Lake Station District Heights and Tower Location Plan and measures being introduced through the development review process to ensure orderly development of the block.
The proposed tower location is appropriate with reference to existing and/or planned towers. The proposed tower on-site could be added to the Tower Location Plan on Schedule E.
- 7) Coordination of tower locations shall be pursued to optimize views from towers to the city skyline and other public amenities.
The proposed tower location crowns the street block it is located on and provides an attractive design that

distinguishes it from nearby existing towers.

- 8) Shadow and wind studies will be required for all high-rise developments in accordance with the City's Terms of References.

These materials have been included with the submission.

The proposed development conforms to the built form direction provided for high-rise buildings.

5.3.4 Animated Building Edge

Section 4.2.4 provides direction for animating building edges to provide a welcoming public realm. The applicable policies are noted below:

- 3) All new development projects shall be oriented to the local and internal streets, parks and pathways, including through-block connections and walkways.

The proposed podium is oriented to the street network and frames the proposed parkland.

- 4) All development projects will be required to animate the public spaces they face through incorporating pedestrian-oriented uses and architecture features and details that will enhance pedestrian safety and provide visual interest to enrich pedestrian experience.

The proposed development employs glazing, balconies, walk-out units, and landscaping to ensure a high-quality public realm.

5.3.5 Transition and Neighbourhood Line

Section 4.2.5 of the Secondary Plan provides direction for how a transition is intended to be achieved to the surrounding neighbourhood. The following policies are applicable:

Height Transition

- 1) A gradual reduction in height from the tallest buildings located adjacent to the Dow's Lake O-Train Station towards the surrounding low-profile neighbourhood as well as Dows Lake and the Central Experiment Farm will be required.

The tallest existing tower in the Secondary Plan area is the Claridge Icon at 45 storeys; located at Preston Street and Carling Avenue. An approval was secured in December 2025 for a 50-storey tower on the neighbouring corner of the intersection. This intersection represents the nexus of the Secondary Plan area, with direct adjacency to the Dow's Lake Transit Station. The proposed building height of 25 storeys on the subject property represents a downward transition in scale from the height of these buildings towards the low-rise community.

Neighbourhood Line

- 2) A Neighbourhood Line is established along the west boundaries of the district in Ward 15 as shown in Schedule E: Dow's Lake Station District Heights and Tower Location Plan.

The subject property is adjacent to the Neighbourhood Line on Schedule E (Figure 18).

- 3) New developments within the district along the Neighbourhood Line shall be sympathetic to the height, massing, scale and architectural rhythm of the adjacent low-rise neighbourhood buildings.

The proposed development includes tower separation of 17.5m (west) and 25.9m (north) from the lot lines abutting the Neighbourhood Line. The proposed podium abutting the Neighbourhood Line is low-rise in nature (4 storeys) before stepping up to 6 storeys and includes walk-out units to reflect the character and design of the abutting low-rise development.

- 4) New developments along the Neighbourhood Line shall explore design techniques such as a strong expression of a two or three-storey base with ground-oriented units and setbacks at the upper floors to reduce the visual and micro climate impacts, where the building is facing the street. At the rear of the building, where it faces onto existing low-rise neighbourhood buildings, new development shall explore setbacks above four storeys.

As noted above, the proposed development encourages a strong, active public realm with a human scaled podium.

5.3.6 Public Realm and Mobility

The public realm within the Dow's Lake Station District is intended comprise parks, urban squares, greenway corridors and streets. The following policies set out long-term targets for improvements to the public realm:

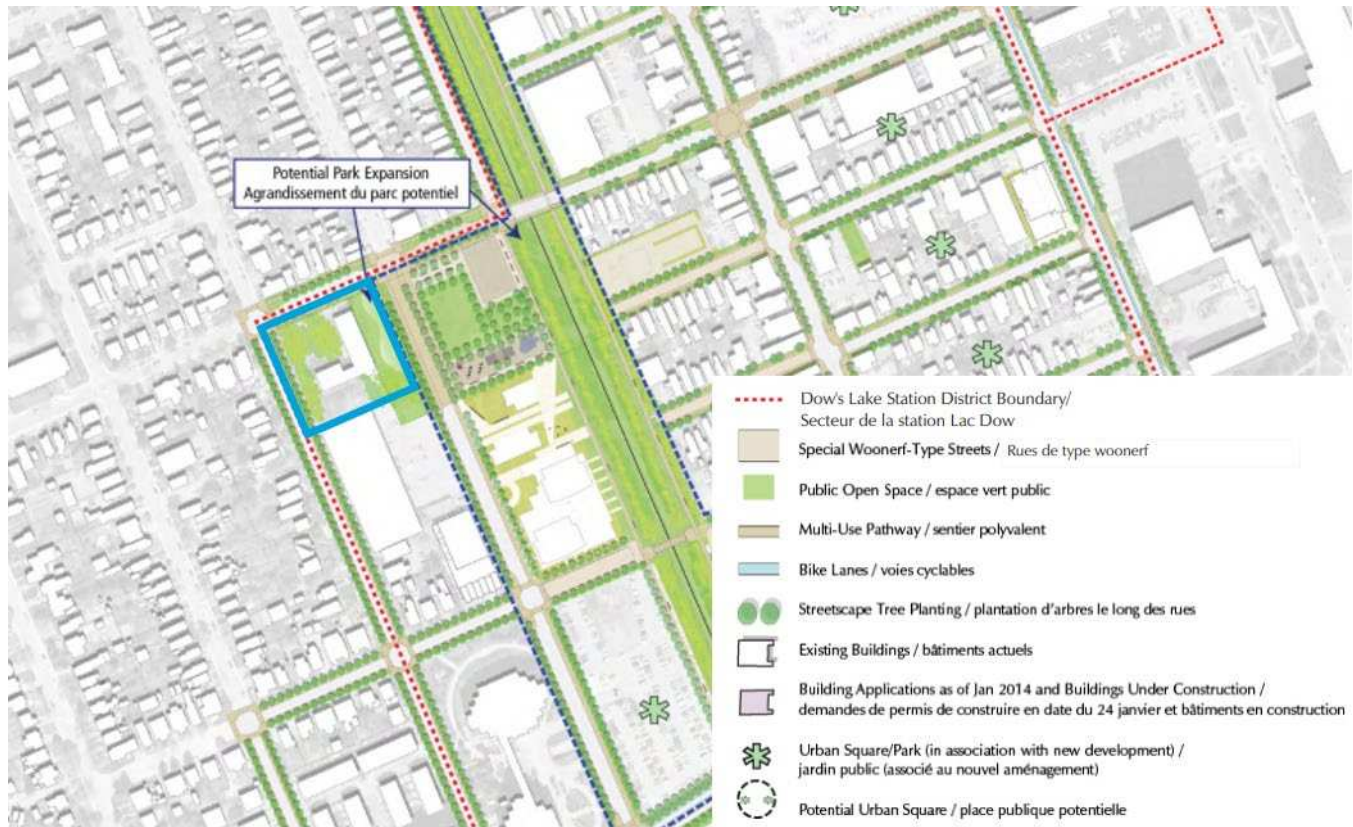


Figure 20: Schedule F: Dow's Lake Station District Public Realm Plan

Parks and Urban Squares

- 1) Ev Tremblay Park will be revitalized and expanded as a public park with extensive programming to serve the existing and the new residents and as a heart for the community and a centre for activities such as markets, or planned community events.

The proposed parkland on the subject property is opposite to Ev Tremblay Park and is supportive of this direction.

- 3) New urban parks and plazas will be created in association with major redevelopment in areas identified in Schedule F: Dow's Lake Station District Public Realm Plan and Schedule G: Dow's Lake Station District Public Realm Plan - Hospital Site through the development review process.

A park expansion on the subject property is proposed in line with the direction of Schedule F.

Streets and Public Realm

- 2) Preston Street and Beech Street will have generous pedestrian zones for walking and seasonal outdoor patios, ample bicycle parking, special furnishing, street trees and planting beds. Bus stops and shelters will be located along Preston Street.

The Beech Street frontage along the lands will be highly landscaped through the implementation of the park area.

- 4) Champagne Avenue will be a shared street that prioritizes pedestrians and allows for the street to be used as a plaza and an extension of Ev Tremblay Park when closed to traffic for special events.

The proposed development along Champagne Street is supportive of this direction through the treatment proposed along the parkland.

Greening

Greening provides strategies for increasing the urban tree canopy throughout the Dow's Lake Station District and ensuring the health and longevity of natural and landscaped areas.

- 1) Parks, Urban Plazas and Courtyards: Enhance and expand Ev Tremblay Park and McCann Park and provide urban plazas and courtyards in association with major redevelopment.
The proposed development serves to contribute to a green gateway in coordination with Ev Tremblay Park to provide flexible public space.
- 2) Street Trees: Plant the next generation of street trees to ensure a sustainable urban forest for storm water management, shade and microclimate amelioration.
Street trees are proposed along building frontages.
- 3) Landscapes in Parks and Urban Plazas and Courtyards: Enhance the urban forest by ensuring that a diversity of trees, shrubs and groundcovers will be planted in parks, urban plazas and courtyards to create resilient landscapes, define park areas, enhance trail connections and ensure park safety.
A Landscape Plan has been submitted which proposes substantial planting in the proposed greenspace.

5.4 Proposed Official Plan Amendment

An Official Plan Amendment to the West Downtown Core Secondary Plan is required to increase the permitted maximum building height per Schedule E – Dow's Lake Station District Heights and Tower Location Plan. It is therefore proposed that Schedule E be amended to meet the specifications of the site plan to recognize the proposed tower's building height of 25 storeys (Figure 21).

5.5 Urban Design Guidelines for High-rise Buildings (2018)

The City of Ottawa's Urban Design Guidelines for High-rise Buildings was approved by City Council on May 23, 2018, and provides recommendations for urban design and guidelines to be used during the review of development proposals. The proposed development meets the following recommendations, among others:

Adherence to key Urban Design Guidelines for High-rise Buildings is articulated below:

1 - Context

- / No views or vistas will be affected by this proposal, as the proposal is not located in a downtown district or within the Parliamentary Precinct.
- / The guidelines require distinguishing between landmark and background buildings. The proposed building can be considered a landmark buildings given its prominent location in proximity to the transit corridor and on a raised grade west of Little Italy.
- / A transition to lower-profile development is facilitated through building separation and orientation.
- / The subject property is significantly above the recommended minimum lot area of 1,150 m² for a corner lot.

- / The podium of the high-rise tower has been designed to respect the scale, proportion, and character of the adjacent development through the sympathetic 4-storey height that steps up to 6 storeys and the proposed and anticipated material palettes.



Figure 21: Proposed Amendment to Schedule E.

2 – Built Form

- / The proposed tower has been designed with a distinctive base, middle, and top through use of materials including a high amount of glazing.
- / The proposed building can be considered a tower under the definition of the Guidelines. It is oriented to the centre of the lands and allows the podium and greenspace to frame the street corner at a significant intersection. Consistent with the guidelines, tower is setback from the podium on an appropriately sized floorplate.
- / The base of the proposed buildings is appropriately dimensioned given the width of the existing ROWs.
- / The ground floor of the base podiums has been designed to be animated and highly transparent.
- / The middle sections of the buildings will minimize shadow, and wind impacts while providing an appropriate fenestration pattern and other architectural considerations.
- / The top section of the proposed buildings will integrate the mechanical penthouse into the building while contributing to the City skyline.

3- Pedestrian Realm

- / Main pedestrian entrances are linked with a seamless connection to the public sidewalk in several areas, including walk-out units.

- / Glazing is provided at the pedestrian and street level.
- / The majority of parking is located underground and accessed away from the public realm.
- / Loading, servicing, and utilities will be screened from view.

The proposed development satisfies the Urban Design Guidelines for High-Rise Buildings (2018). The buildings are contextually designed to provide transition to the surrounding areas.

5.6 Transit-Oriented Development Guidelines (2007)

Approved by City Council in September 2007, the Transit Oriented Development Guidelines provide direction for locations in proximity to rapid transit. Transit Oriented Development (TOD) is generally considered to be medium or high-density development within 600 metres walking distance of a rapid transit stop or station. Given that the subject lands are within approximately 100 metres of a planned rapid transit stop, the proposal meets the guidelines, among others, in the following manner:

- / **Guideline 1:** Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station.
- / **Guideline 3:** Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, commercial uses and greenspace that is consistent with the policy framework of the Official Plan and the City's Zoning By-law.
- / **Guideline 8:** Locates high-density residential uses close to the transit station.
- / **Guideline 9:** Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities.
- / **Guideline 12:** Creates a highly-visible tower through distinctive design features that can be easily identified and located.
- / **Guideline 13:** The proposed podium is located in reference to the street frontages in a manner that is intended to define the street edge and greenspace.
- / **Guideline 14:** Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians.
- / **Guideline 16:** Pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free are proposed throughout the site.
- / **Guideline 35:** Locates parking to the rear of the building and not between the public right-of-way and the functional front of the building.
- / **Guideline 38; 39:** Proposes a reduced number of parking spaces to minimize surface parking and encourage transit use.

The proposed development is consistent with the Transit-Oriented Development Urban Design Guidelines (2007) through intensification of an existing underutilized site in proximity to an existing major transit station, contributing to a variety of housing choices within the community, and integrating with the existing streetscape and larger community.

5.7 City of Ottawa Zoning By-law

5.7.1 Existing Zoning By-law (2008-250)

The subject site is zoned “Residential Fifth Density, Subzone B, maximum building height 18m;” denoted as R5B H(18). The purpose of the R5 - Residential Fifth Density Zone is to allow a wide mix of residential building forms ranging from detached to high rise apartment dwellings.

The subject site is also located in the Mature Neighbourhoods Overlay, though the provisions of Section 140 only apply to the R1 to R4 zones.

With regard to the proposed development outcomes for the site, we are recommending that the lands be rezoned to an amended version of the R5B zoning, with an urban exception [XXXX] and a site-specific schedule [YYYY] to address compliance considerations.



Figure 22: City of Ottawa Zoning By-law 2008-250 (excerpt).

5.7.2 Zoning Compliance Table

The table below provides a summary of the applicable zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets or requires relief from certain provisions.

Table 4: Zoning Compliance Table

R5B [xxxx] SYYY	Requirement		Proposed
Principal Land Uses Section 163	Residential • apartment dwelling, low rise	Non-residential • Convenience store limited to 75m ²	The proposed residential Use is classified as “dwelling unit” and/or

	<ul style="list-style-type: none"> • apartment dwelling, mid rise • apartment dwelling, high rise • bed and breakfast, • detached dwelling • diplomatic mission • duplex dwelling, • dwelling unit • group home • home-based business • home-based daycare • linked-detached dwelling • park • planned unit development • residential care facility • retirement home, converted • retirement home • rooming house • additional dwelling unit • semi-detached dwelling • stacked dwelling, • three-unit dwelling • townhouse dwelling • urban agriculture 		<p>“apartment dwelling, high rise”</p> <p>The non-residential uses are proposed as “retail store; retail food store, convenience store; and personal service business, limited to 220 m²”</p>
Minimum Lot Area Table 164A	675 m ²		4984.5 m²
Minimum Lot Width Table 164A	22.5 m		72.1 m
Minimum Front Yard Setback Table 164A	3 m		3 m
Minimum Corner Side Yard Setback Table 164A	3 m		3 m
Minimum Interior Yard Setback Table 164B(4)	(a) If located within 21 metres of the front lot line: 1.5 m (b) If located further than 21 metres from the front lot line: 6 m		N/A
Minimum Rear Yard Setback Table 164B(4)	Equal to 25% of the lot depth but need not exceed 7.5 metres		2 m
Maximum Building Height Per Zoning Map	18 m		78 m

Minimum Required Landscaped Area Section 164(10)	30% of the lot area	31%
Minimum Tower Separation Distance Section 77	20 m	Complies
Minimum Tower Setback from Interior or Rear Lot Line Section 77	10m	23.8 m
Minimum Tower Lot Area Section 77	1,150 m ²	4984.5 m²
Minimum Required Amenity Area Section 137	6m ² per dwelling unit = 2,352 m ²	Complies, see below
	Communal (50% of required amenity = 1,176 m ²)	1,540 m²
	Private	815 m²
	Total:	2,355 m²
	Parkland (not counted towards amenity req.)	498 m²
Minimum Residential / Non-Residential Parking Section 101(2)	Minimum parking requirements per Table 101 do not apply in Area Z.	113 spaces
Max. Residential Parking Table 103 – Area B	1.75/unit max = 686	Complies
Visitor Parking Table 102 – Area Z	0.1/unit up to max. of 30	30
Bicycle Parking Table 111A	Res: 0.5/unit = 196 Retail: 1/250m ² = 1 space	Surface: 10 Indoor: 190 Total: 200

5.7.3 Draft New Zoning By-law (Anticipated Q1 2026)

The City of Ottawa is in the process of establishing a new Zoning By-law that implements the Official Plan adopted in 2022. The By-law is in a late phase of development with the final draft being reviewed by the Planning and Housing Committee and Agricultural and Rural Affairs Committee on December 17, 2025, and is scheduled to be reviewed by Council on January 28, 2026.

The new draft Zoning By-law presently proposes to rezone the lands to Hub, Subzone 2, maximum building height 20m; denoted as H2 H(20). The Hub parent zoning aligns with the intent of the underlying Hub designation in the Official Plan and Secondary Plan the manner that it is supportive of dense, transit supportive mixed-use development. In line with the underlying Secondary Plan, it proposes a 20m maximum building height that would allow for a 6-storey development. For the reasons proposed herein, we maintain a proposal for a building height of 25-storeys and corresponding supportive zoning.

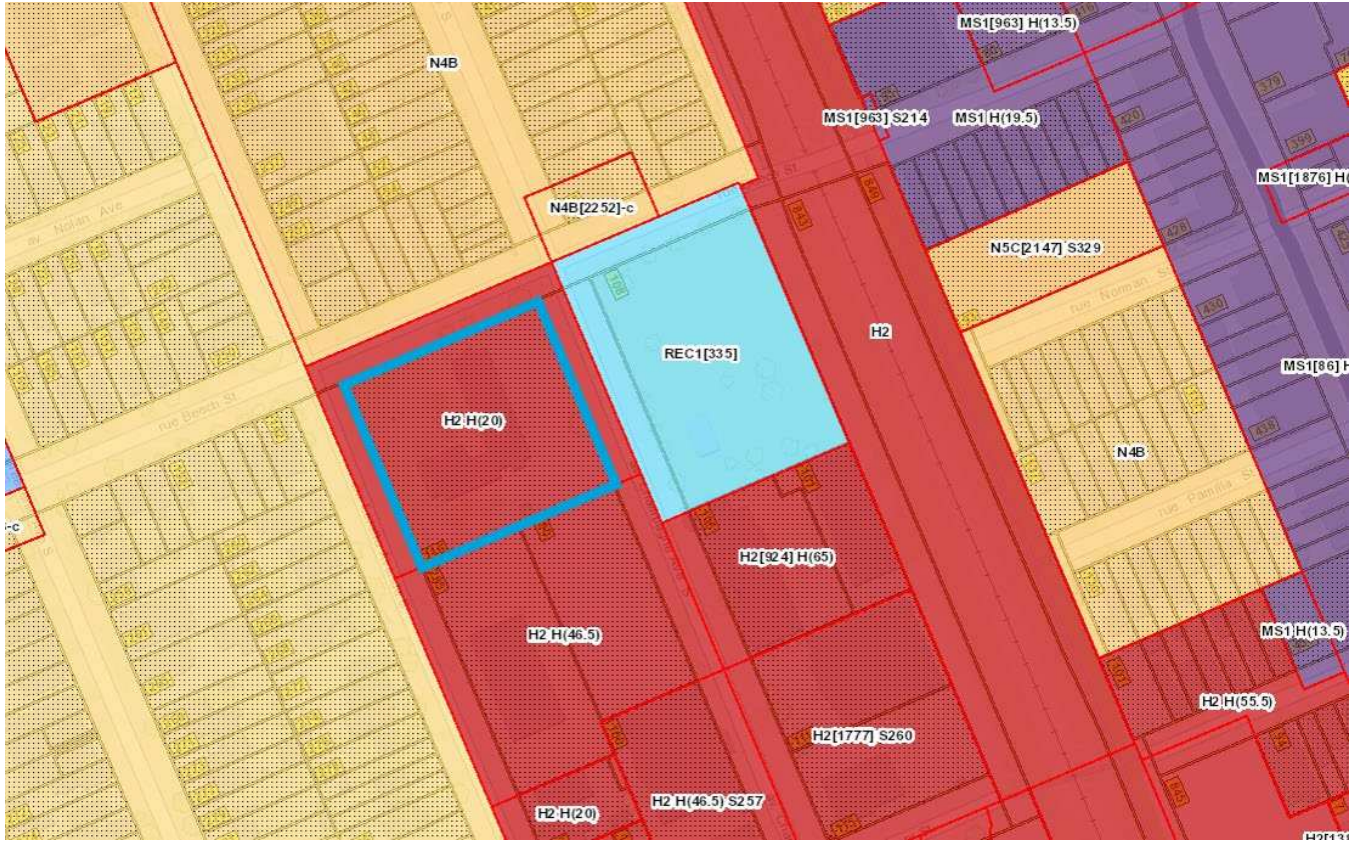


Figure 23: Proposed Zoning under the Final Draft of the New Zoning By-law (excerpt).

5.7.4 Proposed Zoning By-law Amendment

A Zoning By-law Amendment is required to increase the permitted maximum building height to 78 metres. A site-specific zoning schedule is proposed to formalize the desired tower and podium setbacks and locations. Figure 23 provides a preliminary template for the format of this zoning schedule.

The following table provides a format for the exception:

Table 2: Draft Zoning By-law Amendment Language

I – Exception Number	II – Applicable Zones	III – Additional Land Uses Permitted	IV – Land Uses Prohibited	V - Provisions
XXXX	R5B [XXXX] SYYY	<ul style="list-style-type: none"> - Convenience store - Retail store - Retail food store - Personal service business 		<ol style="list-style-type: none"> 1. The uses permitted in Column 3 must not occupy a cumulative area greater than 220 m² 2. Maximum building heights and setbacks as per Schedule YYY

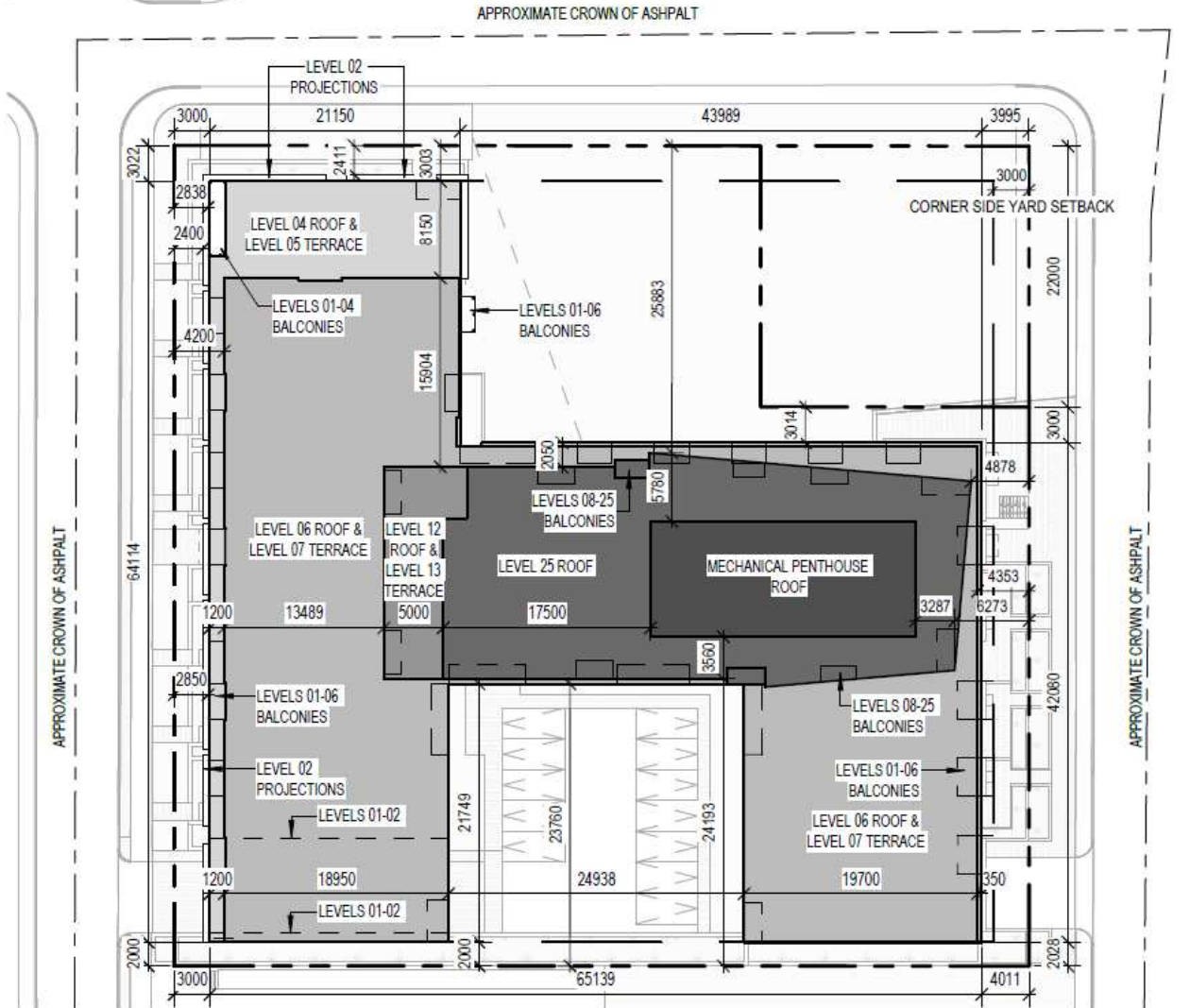


Figure 24: Site Setback Plan

5.8 City of Ottawa Parkland Dedication By-law

Section 4(1) of the City’s Parkland Dedication By-law (2022-280) sets out the required parkland conveyance for a high-rise and apartment dwellings and mixed-use buildings at one (1) hectare per 300 dwelling units, or one (1) hectare per 500 dwelling units where cash-in-lieu is proposed. Where the conveyance is comprised entirely of cash-in-lieu of parkland, the payment of cash in-lieu shall not exceed an amount equivalent to 10% of the gross land area.

Further direction regarding conveyance of parkland is given through the Province’s *More Homes Built Faster Act, 2022*. The *Planning Act* notes that the conveyance of land for park purposes is to be calculated at a rate of one (1) hectare for each 600 net residential units proposed, and that cash-in-lieu of parkland is to be calculated by using a rate of one (1) hectare for each 1,000 net residential units proposed or such lesser rate as may be specified in the by-law. The *Planning Act* also notes that in the case of land proposed for development that is five hectares or less in area (as is the case for the subject site), the maximum required conveyance or cash-in-lieu of parkland shall be 10 per cent of the land or value of the land.

For the proposed development, the applicant has agreed that parkland dedication is an appropriate mechanism to respond to the By-law requirements. Accordingly, a parkland dedication of 10% is proposed as part of this application. This fulfills the direction of the West Downtown Core Secondary Plan in providing a functional extension to the Ev Tremblay Park while improving the public realm.

6.0 Public Consultation Strategy

In partnership with KTS Properties and the City of Ottawa's Business and Technical Support Services (BTSS), the project team will discuss the best mechanism to conduct public engagement for the proposed Official Plan Amendment and Zoning By-law Amendment applications. All public consultation will comply with the *Planning Act* requirements, including circulation of notices and the Statutory Public Meeting.

The following public engagement activities will be undertaken:

- / Notification of Ward Councillor, Councillor Jeff Leiper
- / Community "Heads Up" to local registered Community Associations
 - a) Will be completed by the City of Ottawa pursuant to the *Planning Act* and the City of Ottawa's Public Notification Policy.
- / Community Information Session
 - a) If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
- / Planning and Housing Committee Advertisement and Notice of the Public Meeting
 - a) Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for the Zoning By-law Amendment Application at Planning and Housing Committee
 - a) The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee.

7.0 Conclusions

In considering the proposed development and applicable policy framework, it is our professional planning opinion that the proposed Official Plan and Zoning By-law Amendment Applications represent good planning and are in the public interest for the following reasons:

- / The proposed development is consistent with the Provincial Planning Statement, proposing intensification of a property with an array of land uses where infrastructure and public services are readily available, with strong connection to active transportation and rapid transit, providing densities that will make efficient use of the property.
- / The proposed development conforms to the applicable City of Ottawa Official Plan policies, including the land use policies for the Hub Designation. The proposed building heights of up to 40 storeys are anticipated by the Hub designation, with the policy discrepancy taking place at the Secondary Plan level.
- / The proposed development generally conforms to the West Downtown Core Secondary Plan policies regarding the proposed character and built form, as well as the direction for the Hub designation policy area. The proposal is for a transit-oriented, pedestrian-friendly development with a range of land uses in a compact form that will support the transit system, as well as walking and cycling as transportation options. The proposed amendments maintain the Hub policies by providing high densities in proximity to the Dow's Lake Transit Station.
- / The proposed development conforms to urban design objectives and compatibility criteria established in Section 4.6 of the Official Plan.
- / The City of Ottawa's Urban Design Guidelines for High-Rise Buildings and Transit-Oriented Development Guidelines objectives are met by taking advantage of an underutilized site, proposing high density development adjacent to the Corso Italia Transit Station, and,
- / The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment addressing site-specific provisions regarding building height and land use.

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: the efficient use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, intensification adjacent to a rapid transit station, and contributing to the range and availability of housing for all ages and incomes.

Based on the above analysis, it is our opinion that the proposed development represents good planning and is therefore in the public interest.



Paul Black
Principal



Scott Alain, MCIP RPP
Senior Planner